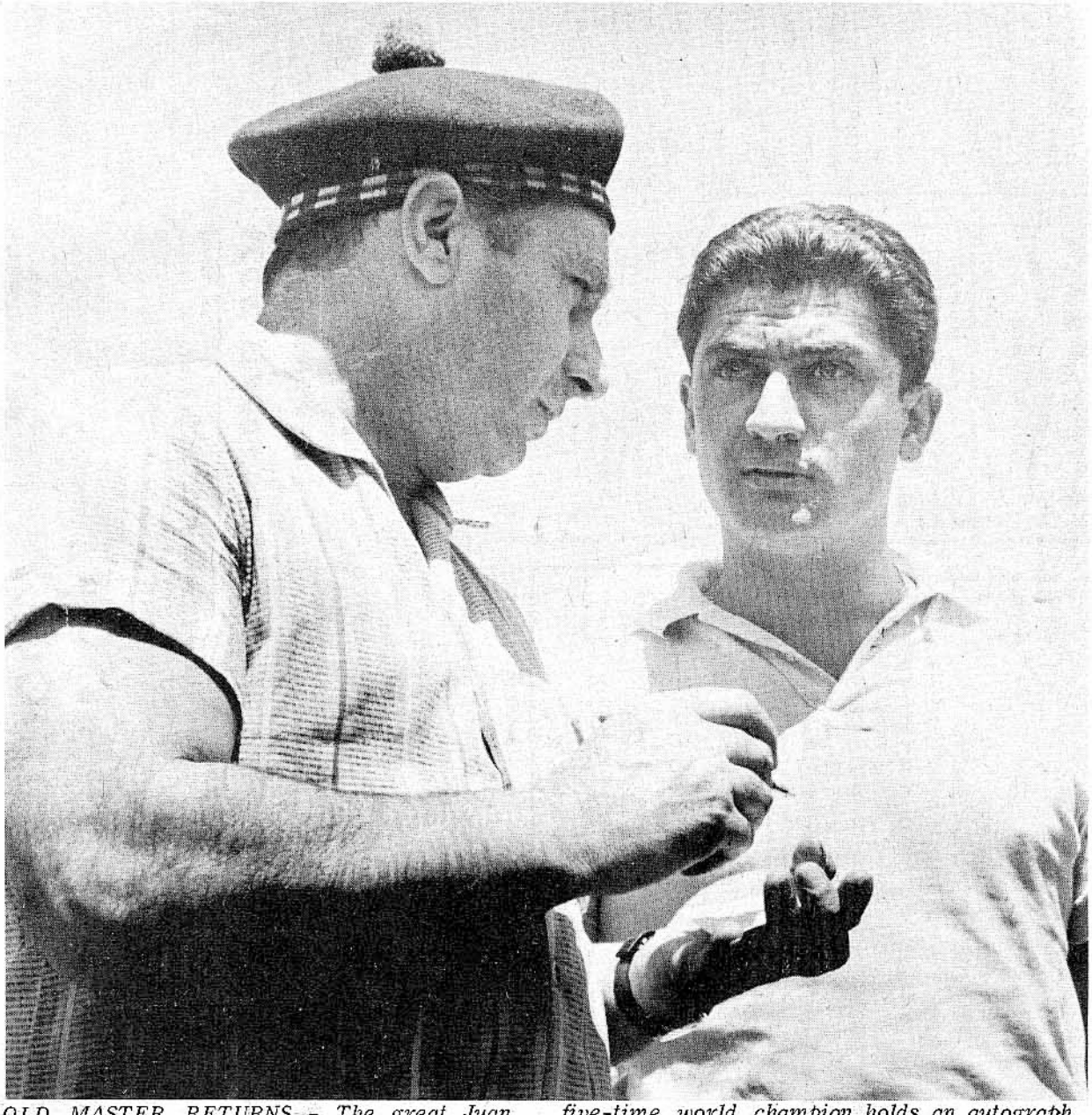
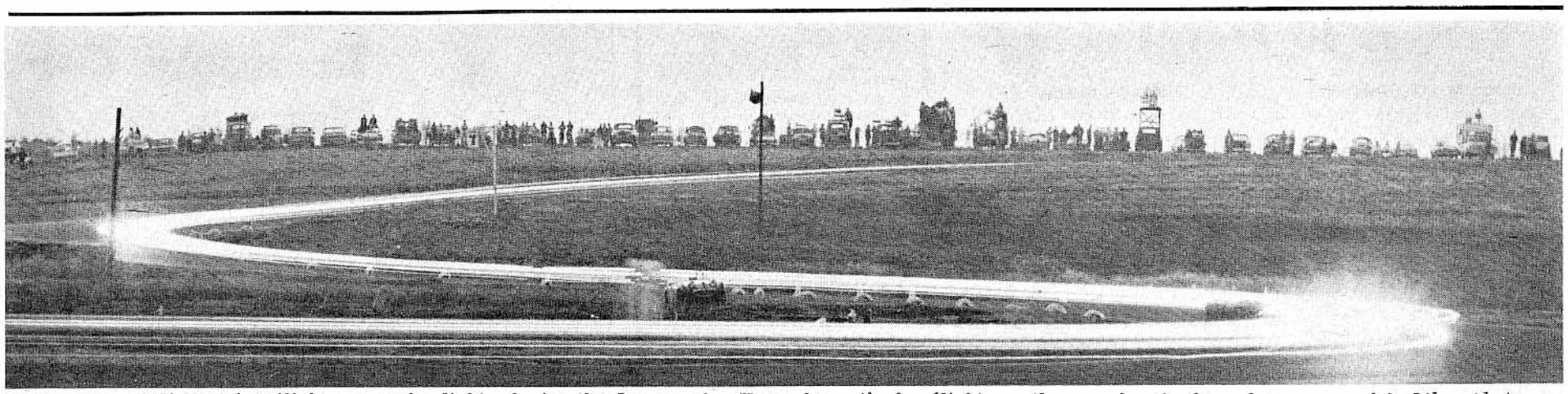
MOTOR RACING
and
Economy Car News

7th Year - No. 16 - Los Angeles, Calif. June 22, 1962
(Published bi-weekly except last issue of calendar year) 25¢

Fans See "El Chueco" In Exhibition



OLD MASTER RETURNS - The great Juan Manuel Fangio of Argentina, left, came out of retirement recently to drive the little Austin-Coopers at Lime Rock and Mosport. Here the five-time world champion holds an autograph request as he talks seriously to his young Argentinian protege, Juan Manuel Bordeu, at the Connecticut course. Story on Page 4. (photo by Lisa Henri)



WITH THE ONSET of twilight came the lights during the June 23rd 6-Hr. Enduro at Riverside Intl. Raceway. The camera catches the illumined streaks from the headlights as the cars hurtle through turns 7 and 8. Other photos on Page 3. (MOTORACING photo by Bill Norcross)

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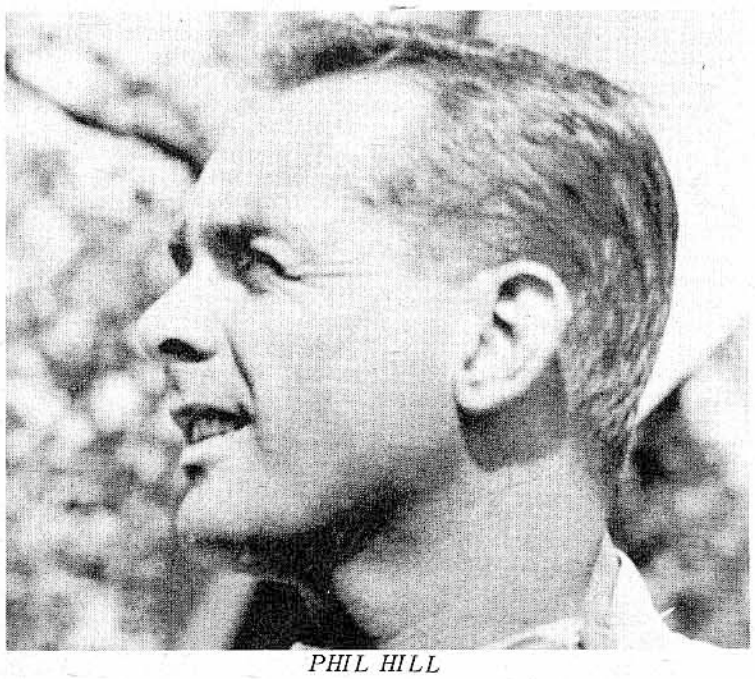

PHIL HILL

OLIVER GENDEBIEN

HILL-GENDEBIEN WIN AT LE MANS

LE MANS, France, June 24 - The world's best long-distance team-Phil Hill of Santa Monica, Calif. and Olivier Gendebien of Belgium - nursed their Ferrari through the last six hours of the Le Mans race today and easily won the endurance contest for the second straight year. A crowd of about 200,000 saw the finish.

Hill said that because of a hot clutch, the powerful 4 liter, 12-cylinder car had to be driven mostly in fourth gear to be sure the clutch would last to the end.

By the time the clutch trouble became worrisome, Hill and Gendebien, alternating at the wheel, seemed to have the victory sewed up. They cautiously avoided trying to better the record they set last year for distance traveled in the 24 hours. Ferraris took the first three places and five of the first 10.

Stay In Front After 12 Hours

Early leaders were Ricardo and Pedro Rodriguez of Mexico in a Ferrari, but they were forced out with mechanical difficulties.

Hill and Gendebien fought off a series of challenges for the lead. They were in and out of first place during the night, but never were far behind. After the 12th hour, they stayed in front.

Piere Noblet and Jean Guichet of France were second in their Ferrari, five laps behind the winners. L. D. Elde and Jean Beaurlys of Belgium were third, 17 laps behind the winners, in completing the Ferrari sweep.

Hill and Gendebien covered 2,766.454mi. on the 8.5mi. course at an average of 115.268mph in winning here for the third time . They won in Ferraris in 1958 and last year. Gendebien also teamed with Paul Frere of Belgium in taking the 1960 race.

Gendebien said after the race that he was retiring from competition. He is 37.

Cunningham - Salvadori Place 4th

Eighteen of the 55 starting cars finished. There were no accidents, all the dropouts being due to mechanical troubles.

Briggs Cunningham of Green Farms, Conn., drove a Jaguar with

Continued on Page 7

'NIP AND TUCK' - This is Otto Zipper's gleaming Ferrari Berlinetta, which won the Cal Club's 6-Hr. Enduro by nine laps at Riverside Intl. Raceway. The car was driven by Ken Miles and Bob Drake, averaged 83mph in the ho-hum "race." (MOTORACING photo by Gus V. Vignolle)

Vignettes
By Gus V. Vignolle

- Women Get The
- Boot From
- The Cal. Club

The telephone has been ringing steadily during the last couple of days. Purple language has been pouring forth. Callers - men and women, including drivers - are boiling mad at the Calif. Sports Car Club, SCCA region.

Latest turmoil is the aftermath of the shafting given the Women's Sports Car Club by the Cal Club. The latter has kicked the WSCC out of its orbit. The Cal Club is firmly launched on a campaign to ban everyone and give the boot to one and all blocking its efforts to become the single power staging road races in this area.

Continued on Page 3

Miles-Drake Take Riverside Enduro

BY GUS V. VIGNOLLE
Editor of MOTORACING

RIVERSIDE, Calif., June 24 -- The Ferrari Berlinetta, which has made quite a name for itself back east and in Europe, was the big pistola here this week-end.

With Ken Miles and Bob Drake driving, O. Zipper's beautiful gray Grand Touring machine won yesterday's 6-Hr. Enduro.

Today, Otto Zipper cleaned the windshield, put some gas in the 1962 Ferrari and sent it out to do battle with the Corvettes in the big production car race. Miles was driving, and the result was the same as last night - a resounding victory for the Berlinetta.

The Enduro was anything but a race. It was a rout. Miles and Drake won by over nine laps from a 1959 Ferrari GT, driven by that young phenom of Hollywood Sport Cars Austin-Healey fame, Ronnie Bucknum, and Jerry Sheets. The car is owned by Louis K. Stanley.

Because Zipper's car has a shorter wheelbase (and is lighter), it was in class A production; the 2nd-place Ferrari was first in class B.

Third overall, 12 plus laps behind, was the Porsche Carrera of Don Wester and Charlie Parsons; fourth went to Lew Spencer-Jack Nethercutt, class C Morgan Plus 4 Super Sport (Baby Doll IV), 14 plus laps; fifth were Miles Gupton-Alan Johnson, Porsche 1600N, 17 plus laps (notable for class F).

The winning car covered 499.2mi. (192 laps around the shortened 2.6mi. course) for an average speed of 83mph.

Other class winners were Dp, Dan Parkinson-Bob Harris, Austin-Healey 3000, 8th OA; Ep,

Continued on Page 3

PETER RYAN DIES IN PARIS

PARIS, July 2 - Peter Ryan, Canada's leading sports car driver, died today of injuries he suffered when he crashed yesterday in the Grand Prix of Reims, which was won by Bruce McLaren of New Zealand.

This was the first season under the Big Top in European racing for the promising young pilot. In recent months he had been driving in Form. Jr. competition.

USSCC AGAIN SLATES POMONA ROAD RACES

Sports car road racing returns to the Los Angeles County Fairgrounds course in Pomona for the first time in a year on July 21-22.

The week-end race meet will be co-sponsored by the Los Angeles Chapter of U.S. Sports Car Club, a division of USAC, and the Pomona Elks Lodge.

Jim Peterson, president of the group, also reported there will be a second race meet over the 11-turn, 2-mile course on Aug. 18-19 under the same auspices.

The races mark the inaugural local venture of USSCC. These projected races were cancelled several months ago because of lack of entries after the rival Cal Club - SCCA threatened to ban drivers who competed in the USSCC races. The threat was successful and resulted in a suit against the Cal Club, which is now in court.

Entry blanks are now in the mail.

Letters to MotoRacing

WORTHWHILE CONCOURS

You have always helped in plugging worthwhile (and newsworthy) events. I would especially appreciate your giving the enclosed a heap big play because it is for an extremely worthy cause. (Le Cercle Concours d'Elegance for benefit of Vista Del Mar Child Care Service, July 15) . . .

All of Le Cercle assisted by about every major car club in So. Calif. is putting supreme effort behind this.

I have more faith in your kind of pitch and plug than any other "snapper-wrapper" - so many thanks for whatever you are able to do in behalf of the Vista Del Mar Concours. . .

Your Mexican-hayride sounded fabulous.

NAME WITHHELD BY REQUEST

* * *

'GREATEST OF ALL'

Please get us some publicity on this, the greatest of all concours, to be held at Vista Del Mar on July 15. Coverage is being given us by KTTV, Channel 11, and many prominent celebrities will be present. I can assure you that a good time will be had by all.

I am enclosing some publicity on the Concours program, together with an invitation and if you would care to come we would be glad to have you as an official.

Please let me hear from you and if you desire any additional photographs or information I shall be glad to send them. I am enclosing one photograph of my latest restoration, a Model K Mercedes, built in 1925, with automatic windows and a disappearing top. This car is three cars in one, a Touring Car, a Formal Car and a Sedan. . .

M. L. BUD COHN
Le Cercle Concours D'Elegance
Los Angeles

* * *

RIVERSIDE WAKES UP

Enjoyed meeting you at the raceway cocktail party after the races Saturday evening. I also appreciated the comment in your column in the recent issue of MOTORACING.

Regarding our plans, we are very hopeful that we can make some necessary changes in the track to improve it, both for the spectators and participants, and of course such improvements will mean that we will have to develop more races of National and International stature. Consequently we have made application, which you know about, for March 16, 1963, which would be if we get it, a 12-hour Endurance Manufacturers' Point Race. The West needs a race like this, and we would appreciate any help you can give us to help bring this about . . .

JOE W. PERRY
Pres. Riverside Intl. Raceway
Riverside, Calif.

* * *

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TOSHIO MAKAWA
Intl. Conslt. Service Information Manager for Division
Osaka, Japan

* * *

DRINKIN' AND TALKIN'

Many thanks for the plug about the show of my racing paintings in MOTORACING. I appreciate it very much!

Opening night we had 139 people a 'drinkin' and talkin' about the paintings.

Many thanks!!

BILL NEALE
Dallas 16

* * *

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THIS GUY IS NUTS

You may expect from me before long a highly esoteric essay on sports car racing, big car racing and (a subject close to my heart) drag racing. I do dig that dragging, Dad. Especially on the highways where it rightfully belongs. Gov. Brown, Steve McQueen, the late Jimmy Dean, Bishop Pike and Joe Shell want dragging on the highways made legal.

LAWSON KELLY
San Francisco

* * *

A CAL CLUB EVENT

That Gordon Crowder accident (Editor's Note - Reference is made to the last issue, in which we told how GC was rolled for more than $100 after crashing at Laguna Seca.) took place during the Cal Club's single event at Laguna Seca. SF SCCA makes its boots, but that wasn't one of them. Remember, that's Cal Club before the merger.

JOHN F. KELLY, JR.
Oakland 6

(Editor's Note - We did not say the SF SCCA rolled Crowder; we said Laguna Seca in Monterey, or Gougeville, Calif., is the SCRAMP-SF SCCA course . . . which it is.)

Economy Car News . . .

By LEE ADRIAN

It was not too long ago that the British and Continental car manufacturers were running away with small-car sales in this country. Then, you know, we came up with the compacts and the boys across the pond started to hurt.

And this brings to mind a wonderful quote I just ran across. It's attributed to the advertising manager of HAMBRO AUTOMOTIVE CORP., which distributes BRITISH MOTOR CORP. cars in this country.

Here it is: "We got too big once and look what happened. We're better off if we keep our sales where they represent good business for us but not enough to interest Detroit."

Perfect

***

LONGER CARS

Talk is getting around to what Detroit will have in a few months for 1963. In general, the plan is for longer cars. This has happened before at greater extremes, but it is, of course, reassuring that in the final analysis Detroit does sober up.

The BUICK RIVIERA will be a blowup of the VW KARMANN Ghia mit huge grille . . .117in. wheelbase, 340hp. Hardly an economy package, but I only mentioned it because of the Ghia connex.

FALCON and COMET convertibles coming up for Ford.

CHRYSLER'S VALIANT adds a convertible and stretches out 2in. No more European styling either; instead more rectangular lines.

Nothing from AMERICAN MOTORS, but here too a longer wheelbase is predicted for RAMBLER'S CLASSIC and AMBASSADOR -- 108in. to 112, with overall length unchanging.

STUDEBAKER'S LARK will be jazzed up to follow the new AVANTI sports car lines.

***

HOW'S THE FUG?

From Ionides' Rich Mixture column in London's THE MOTOR: "According to a feminine source that I quoted recently, cars possibly wouldn't be so fast if women designed them but at least they'd have heaters that heated when the engine was dead and cold, as well as alive and hot. Although it isn't exactly seasonable I can now pass on a tip that is said to overcome the rigours of boarding a stone-cold car following an overnight stand in a chilly garage. What you do, says the (feminine) author of this hint, is to buy a domestic electric heater of the type known as a Warmeriser, place it in the car before breakfast, drape its flex out through a crack above one window, plug in and switch on, naturally keeping the other windows tightly shut. You then leave it busily warmerising while you have breakfast. If you're quick enough at the subsequent open-door, jump-in, slam-door drill, having first, of course, unplugged, I'm assured that much of the accumulated fug remains in captivity. A Warmeriser, I should add, has no exposed elements: It exhales hot air by fanpower."

Just two things: (1) How's the fug at your joint, and (2) will the company please send me a Warmeriser for use this coming winter, which, I hear, will be extra-rugged.

***

Latest Auto Mfgrs. Assn. figures for production to date and in same period last year: All AMERICAN MOTORS CORP., 233,378-163,281; VALIANT, 70,276-55,542; FALCON, 194,995-228,996; T-BIRD, 36,646-44,311; COMET, 74,564-79,773; CORVAIR, 152.741-168,404.

***

SHORT STUFF - A new dealer stock adjustment program under which the over 400 VOLVO dealers throughout the country will be able to scrap or return up to three per cent of their total parts purchases each year has been announced. MERCURY COMET line gets an added sporty touch this month with the introduction of an optional four-speed all-synchronized manual transmission. FORD recently produced its 500,000th bucket seat passenger car and became the first division in the industry to reach this milestone since the unique personalized seats were reintroduced in post war years. ROOTES GROUP announces the new HILLMAN SUPER MINX convertible. Based, like the SUPER MINX station wagon, on the smoothly-styled 1.6-liter saloon, the convertible shares that model's elegance of line . . .. says Rootes.

Parkinson Hits Sunset Strip

One of the biggest grand openings in the history of the imported car business in So. Calif. is planned within the next month at the massive, well-appointed Italiano Motors "Sunset Strip," operated by one of the Coast's top drivers and dealers, Jim Parkinson.

Now open at 7919 Sunset Blvd., Hollywood (near Fairfax), the agency handles Fiat, Alfa Romeo, Abarth, Lancia and Triumph, plus a top selection of used cars. Parkinson, who currently is redoing his Burbank Sports Car Center, says Italiano Motors is in no way associated with Zane Motors, which formerly occupied the Sunset Blvd. location.

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Thank You...

LEW SPENCER and JACK NETHERCUTT, as co-drivers of Morgan Super Sport No. 145 (Baby Doll IV), with to thank the following among the many who worked so diligently to get us ready for the Riverside 6-Hour Enduro. Without their help it would have been impossible to achieve 4TH OVERALL and 1ST in CLASS C — — —

KAS KASTNER . . . CLAUDE BRUN . . . BILL FOWLER . . . GEOFFREY GRIFFITHS, LUCAS ELECTRICAL SERVICES . . . BUD WOLF, AUTO REBUILDERS . . . DAVE WOLF, ADVANCED CASTING CO. . . . BOB DITTMAR, INSPECTION SERVICE CO. . . . BEN JONES, FOREIGN CAR ALIGNMENT . . . JEAN BRUN . . . ROGER SLOWI . . . ROGER GLENN . . . JERRY LIEBAERT, STEVE DREDGE . . . "THE BOBBSEY TWINS" . . .

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• Vignettes

BY GUS V. VIGNOLLE

SERVICES NO LONGER NEEDED, WOMEN'S SPORTS CAR CLUB TOLD

Continued from Page 1

I'll have to give the Cal Club credit for guts . . .because pending in Superior Court is the big suit brought on by the rival US Sports Car Club, LA Chapt. (USAC), for the threat to ban drivers racing in the Pomona races that never came off a couple of months ago.

The latest involving the Women's Sports Car Club:

I have found out the dear girls deservingly have a pack of sympathizers and well-wishers.

JAN DETRICK, president of the group, received a billet-doux bearing the name of D.D. MICHELMORE, president of the Cal Club, and the names of the board of governors. The substance was that the services of the WSCC would no longer be needed. The reason ostensibly was that the CSCC wants to keep the gals' former duties within its own organization.

Would someone supplant the Long Beach MG Club, which does the scoring for the Cal Club? No. They prefer to believe that the LB Club is part of the Cal Club.

Now, dearhearts, I'll tell you why the gals got the shafteroo after 10 years of diligent and conscientious service. And don't let anybody tell you differently, Ambrose. Because I know better.

Some time back, the WSCC voted not to work the Las Vegas races, which were put on by the rival USSCC and the Las Vegas Sports Car Club. But any of the girls who wished could take part on their own. A few girls raised their hands that they would help out at Las Vegas. A spy among the WSCC turned these names over to the Cal Club.

Ax Came Down on Las Vegas Workers

The ax came down forthwith on those who worked Vegas. But one girl, LOUISE WISE, who raised her hand, did not go to Vegas. When she appeared at the CSCC Santa Barbara races, she was refused a worker's pass. She was told she could not prove that she was not at Vegas.

Immediately, Michelmore and MARY HAUSER, Cal Club secy, started bugging the WSCC for the names of the girls who worked Vegas. The WSCC refused to submit the list. Do you think this endeared them to the Cal Club?

The dedicated group of girls is an impartial lot. They hate politics and the beef between the two clubs, just as everybody else. They like to work any type of race if they feel they are capable and up to it.

The other day the US Sports Car Club, the former SCCA region here that had its charter yanked from under it (without a hearing) and was scuttled by Michelmore and TRACY BIRD and the SCCA Westport Zapateros, announced it was staging races at the LA County Fairgrounds in Pomona on July 21-22 and Aug. 18-19.

Personally, I doubt that they will come off for lack of support from the drivers. You cannot stage races without drivers. By and large, drivers here do not know the meaning of the word "integrity." They just want to race period.

No Ban; You're Just Not Invited

The threat of banning them from races throws the fear of God into them. They want to stick by the outfit which has the prospects of more races. This pointed to the Cal Club, so the drivers failed to sign up for Pomona. Some did. . .like BOB BONDURANT and a few others. Bondurant raced at Vegas. He was not banned at Santa Barbara. He simply was "not invited." The Cal Club turned to this device -- and that is all it is. Now they don't ban you; they just do not invite you. You have to be careful when it involves violating the Cartwright Act, the state's anti-trust law.

Anyhow, the ladies - God bless 'em - voted to work the Pomona races, both of them, for the Cal Club's arch-rival.

So what happens? By a very strange coincidence - so strange it shatters you -- the Cal Club all of a sudden lowers the boom on the WSCC and they are through!

This, of course, is a nice thank-you for what the WSCC has done in the past. The women's group was organized in October of 1952, fundamentally as a service organization for the Cal Club. The mouthpiece for the latter actually helped the gals set up their charter and other legal ramifications.

There are over 100 active and associate members in the WSCC. For both clubs they have worked at tech inspection. They have worked at the pass desk. They have done the gas truck checking. They have handled the lunches. They have done the scoring for what used to be SCCA and is now USSCC. They have done the impound scoring. They have handled the judges' logs. They have handled the grid work.

Cheap Red Wine For About Three Days

During the course of a race, many of them never even get to see the competition. They have too much to do. Get rich out of all this? If I got what was in their treasury today, it probably would keep me in cheap red wine for about three days.

I think they got some kind of a chit for expenses from the Cal Club, and at the end of the year they were given a small amount for their treasury by both clubs. I believe they got expenses at the Cal Club's first Riverside races this year. USSCC, when it was known as SCCA, kicked through with a small fee.

The majority do not favor either club, although it is only natural that some lean toward the race group which their husbands or boy friends favor.

Only recently I gave them a little rap for their mimeographed results sheets at Del Mar. I want to emphasize that the rapsville was not for lack of accuracy, just the finished product, probably due to a faulty mimeo or too many hands in the pie. The girls were deeply hurt by those couple of lines.

They are a sensitive and dedicated lot. Can you imagine how they feel now . .after 10 long years of service?

EVEN MORE popular with the small Riverside crowd than the winning Ferrari Berlinetta was this 997cc Austin-Cooper, SPORTS CAR GRAPHIC entry driven by Paul O'Shea, WRC Shedenhelm and John Christy. The sedan was 19th out of 26 finishers and 38 starters. Left: the Mini creeps up on the Robt. Williams/Phil Binks MGA Twin Cam. Other photos, story on Page 1. (MOTORACING photos by Gus V. Vignolle)

BERLINETTA ROUTS 6-HR. RACE FIELD

Continued from Page 1

Robert Williams - Phil Binks, MGA Twin Cam, 9th OA: Gm, Ingvar Lindqvist-Rick Padock, SAAB Spl., 12th OA: Gp, Frank Smith-Dave MacDonald, Alfa Giulietta Spider, 15th OA.

It was the same story as at Santa Barbara — except it was somewhat boring to the few fans on hand.—Bill Krause in front in the Birdcage, and Miles holding back waiting for the Maserati to fold. The railbirds were betting 10 to 1 the Maserati wouldn't hold up for three hours, or until 7 p.m.

They were wrong. The car lasted a shade over four hours. Transmission trouble. Miles blasted into the lead on the back straight - and increased his lead with each lap.

Much earlier, the Ferrari went in front when Krause came in for fuel and Charlie Parsons took over. Ten minutes later, positions were reversed when the Ferrari made the first of two pit stops as Drake took the wheel. At 7:55 p.m., the Ferrari took on fuel, the left rear tire was changed and Miles took over from Drake.

There was a competitive element towards the end as the Spencer - Nethercutt Morgan passed the Gupton-Johnson Porsche to go into fourth - a perfect way for Lew Spencer to celebrate his birthday.

The finish was colorful - a huge, smashing display of fireworks behind the finish line pagoda.

A riotous hit with the crowd of about 4000 was the SPORTS CAR GRAPHIC 997cc Austin-Cooper driven by Paul O'Shea, WRC Shedenhelm and John Christy. It finished 19th. Team manager, tech editor and mechanic Jerry Titus did a perfect job readying the machine, which was cheered lustily each time it whirled around turn 6.

Sponsoring Cal Club- SCCA said top Index of Performance finishers were: Mod. -1 Lindqvist-Padock, SAAB Spl.; 2. Mackey-Pickering, Lotus-Alfa; 3. Timanus-Brock, Lotus Climax. Prod. (unofficial)-1. Miles-Drake; 2. Bucknum-Sheets; 3. Gupton-Johnson.

Prior to the Enduro, Kurt Neumann, Beverly Hills, won the one-hour Form. Jr. race in a Dolphin-Ford, averaging 84.6 mph for 85.8mi. Tony Briggs, Cooper - BMC, and Val Haefs, Lotus-Ford, were second and third.

Today, Miles won two more races. In the 250 GT Ferrari, he beat Dave MacDonald, Corvette, by 36sec., with Bucknum, Ferrari 250GT, third. Miles averaged 86.4mph. Driving a Sunbeam Alpine, he knocked over the favored Porsches in the D-F Prod. 15-lapper. Jerry Titus, Sunbeam Alpine, was a surprise second, 6sec. back. Roger Bursch, Porsche 1600S, was third. Miles averaged 78.5mph.

Other winners today were G-H Prod., Frank Smith, Alfa Giul.; E Prod., Charlie Gates, TR4. Bob Harris, in the powerful Corvette-powered Campbell Spl., was an easy victor in the 20-lapper for big modifieds, averaging 88.8mph.

MOSPORT ACTION - Masten Gregory, who drove Lotus 19 to victory for UDT-Laystall in Player's 200 at Canadian course, chats with Roger Penske, a UDT-Laystall mechanic and Innes Ireland. (Photo by Jack Brady) Bottom: Rodger Ward (12) and Paul Goldsmith lap Bay Darnell (58) in late model stocker. Goldsmith won, Ward was 2nd. Both drove Pontiacs. (Photo by Colin Chisholm)

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FANGIO AND THE AUSTIN-COOPERS

Or a Lovely Day at Lime Rock

Lisa Henri
New York City

SPECIAL TO GUS V. VIGNOLLE
RE: OPERATION AUSTIN 850 AND AUSTIN-COOPER

Arrived at Lime Rock 10 a.m. recently, per instructions. No parking in pit area. Checked this out for explanation. Paddock and pit completely covered with Austin 850's. Because of this, walking to and from the refreshment pavillion extremely difficult. Became easier as the afternoon progressed.

Juan Manuel Fangio already there. So was interpreter. No language barrier, but seemed to distract male interviewers. Can't understand. Silk toreador pants nothing new. Fangio evidently accustomed to having interpreter.

Charming man, this driver who won FIVE world's driving championships. Speaks no English, but understands perfectly. (Strike out "retired champion" from previous report, obviously NOT retired) Still fronting for Mercedes-Benz in Argentina. Rumor is building custom stock cars in

JOHN COOPER, right, of famous facing fame, chats with Juan Manuel Bordeu, Fangio's protege, at recent Lime Rock BMC exhibition. (Photo by Lisa Henri)

back room. Attends race meets every year, two-three months, Europe. Most memorable moment for the former Argentina champion - first win, 1940, Buenos Aires to Lima.

Remembers 1957 Nurburgring race distinctly. Inquired if he drove faster than his usual "fastest" when he found that both PETER COLLINS and MIKE HAWTHORN were in front of him. Answered: "I drove as fast as possible, within, of course, a limit of safety. Possibly that day I was over the limit. There is no single explanation. The day was appropriate, my own self felt magnificent, the car was in perfect condition . . . yes, perhaps that day I drove the fastest."

Cars Always Perfect

Questioned him on rear-engines: "Have not had opportunity to drive one yet, but I hear the design changes and modifications are good." While champion, what was deciding difference between Ferrari and Mercedes? "I could make my own program and, most important, follow it. The cars were always ready, always perfect." And Neubauer? Did he . . . ? "I could always make my own program . . ."

Interview abruptly cut short. 11 a.m. and official start of event. Overheard other questions as he was escorted from press box.

"Does Senor Fangio think that to be a truly great racing driver, one has to devote his entire life, or career, to it?" "In no field can you succeed without working all the time."

"What are Fangio's plans for the future?" Observed the shoulders and hands in trying to explain, with casual amusement, his "I make no plans for the future."

"Has Fangio found, that no matter where he goes, he has friends all over the world?" And Senor Fangio's expression changed, and became serious. "I think I am very lucky that I have friends all over the world. To me . . . I think this is more than success."

Six Austin 850's

Microphones and tape recorders hastily put away. Race 1 begins. Six Standard Austin 850's on starting grid. Three and three. Drivers are INNES IRELAND, PEDRO RODRIGUEZ, DENISE MC CLUGGAGE, JOHN COLGATE, FANGIO and MASTEN GREGORY.

Starter's flag drops. Rodriguez screams into the lead, setting a dazzling 1:28 lap. Then Ireland overtakes. The two Minis roar down the straight, and screech into the esses. Gregory comes sliding down the hill, through the start-finish straight and up the escape road. Manages to brake before encountering small two-engined Apache parked there for Fangio's flight back to New York.

Straight apparently narrowed during winter. Rodriguez and Ireland have difficult time taking it side by side without "bumping". Ireland wins by a headlight, Pedro second, Denise third. Not clear in what order other three finished.

Second race, same as first - 10 laps - was for Austin-Coopers, souped-up versions of the 10ft. long car. Starting positions switched. 1st row, Fangio, Colgate and Gregory zoom off. Simultaneously, McCluggage, Rodriguez and Ireland zoomed off at the same speed from the second row in opposite direction. No doubt someone shouted gearing instructions, for they all managed to find first forward and took off, now in the proper direction.

Rodriguez Wins

Rodriguez evidently employing secret team strategy by reversing, cut seven seconds off previous lap time. He won. Denise second, Ireland third. While waiting for Fangio to complete his tour of inspection, other drivers became impatient, started playing "Ring Around the Austin," "850 Tag" and "Cooper Chess." Although somewhat unusual, (played for the first time at Lime Rock, I believe - with the exception of a Go-Kart Gymkhana extemporaneously arranged between races several seasons ago by JOHN FITCH) both drivers and spectators appeared to enjoy this new form of "on the grid waiting."

Races ended, the press and other guests were soon out on the track, driving the little cars themselves or passenger-ing, with Fangio, Gregory, Ireland, etc. "chauffeuring."

Quite fantastic to zoom up the hill at Lime Rock in your Cooper, casually overtaking the standard 850. The esses were a bit tricky, but then I understand Lime Rock was not originally intended to be lapped completely in third gear. (Works well using all four, also.)

Cooper All Smiles

JOHN COOPER, resplendent in a handsomely-tailored blue suit, was all smiles the entire day, having no competition troubles to worry about. "Why, I think it's a delightful little course. Wouldn't mind having a few days here to run 'round it a bit." With a sweep of his arm he included the whole Connecticut countryside which at the moment was lushly full, green and sparkling. "And it's in such a lovely setting, really most enjoyable."

The Austins continued zooming around the track piloted by for-the-moment racing champions, with nary a mishap or accident to disturb the drowsy relaxation of the flagmen.

As BMC had said, it was a grand day for a picnic, and quite a lovely one at that. At 2:30 p.m., the cars were gathered up, BMC's two chartered buses started loading to return guests to New York City.

Ireland, Gregory, Denise and ART PECK zoomed over to Great Barrington, where they were whisked up by plane to Mosport to spectate at the Player's 200.

Fangio and BORDEU took a different route, doubling back to New York and then on to Canada.

JIM HALL, Midland, Texas, leads the field in the powerful Chaparral at scenic Elkhart Lake, now becoming more famous for youth uprisings than road racing. Hall won June 17 at record average speed of 87.887mph. (Photo by Jack Brady)

Chaparrals 1-2 at Elkhart Lake; Jim Hall 1st; Another Youth Riot

ELKHART LAKE, Wisc., June 17 ---Lanky Jim Hall, 26, Midland, Tex. oilman-auto dealer, drove his "private label" Chaparral to a thundering victory in the 152 mi. windup of Road America's June Sprints today. Hall headed the 38-lap race from the 21st circuit onward to win by over 20 sec. over Harry Heuer, Chicago, also in a Chaparral.

Early stages of the feature, which brought 53 cars to the starting grid, were dominated by Roger Penske, Gladwyn, Pa., in a Cooper Monaco. Penske dropped out of the contest in his ninth lap, when a distributor rotor broke, allowing Heuer and Hall to move into first and second positions. Hall, with superior brakes, pressed Heuer in a nose-to-tail duel until Heuer fell back, unable to match Hall's ability to nose deeper into the corners.

Third, far behind the front runners, was Hap Sharp, Midland, Tex., who garnered a class D modified win.

In the early laps, the Scarab driven by Jerry Hansen, Minneapolis, Minn., left the road at high speed, destroying the car, but leaving the driver with only mild shock and a broken nose. Both Hall and Penske repeatedly broke Penske's 1961 lap record of 86. 54mph., with Hall setting a winner's overall average speed of 87.54mph., with Hall setting a winner's overall average speed of 87.887mph. Time of the race was 1h43m46s.

The first race, run before a sun-baked crowd of 42,000, was a runaway win for Martin Tanner, in his home-built "Martin T" class H modified.

The second race saw smooth-driving Jay Signore take his Elva Courier to an uncontested win over a large field of class D and E production racers. Signore averaged 72.409mph.

It appears that Elkhart Lake is now firmly fixed on the "Riot Circuit" in the style of Ft. Lauderdale, Fla. collegiate uprisings. Hundreds of sweat-shirted collegians again descended on the small resort community to fill the streets for a beer-can toss and the burning of a Russian flag. Local police, State Troopers, and Sheboygan County Sheriff's police battled the students throughtout the midnight hours of Saturday and Sunday. It was a milder repeat performance of the June 1961 occasion. Seventeen students were arrested in this 1962 version.

While overall results were based on the sponsoring SCCA classifications, additional categories were covered to include regulations and cars of the FIA. Only six cars fell into this area. Bob Donner, Porsche RS61, was first in the FIA listings, with Bob Holbert, Porsche RS61, second, and Bill Wuesthoff, Porsche RSK, third.

Yesterday's Saturday record crowd of 21,050 fans saw Dr. Richard Thompson, Washington, D.C. dentist, win the 20-lap feature for big production cars in a Corvette.

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BY FLAVIO ST. GERMAIN

Concentrating on suburban papers, JOE SCALZO is now flacking for the BULL agency, which handles the Cal Club-SCCA trumpeting . . . CARL GARDNER, the popular GARDNER-REYNOLDS Dunlop tireman, is on the mend after undergoing surgery for gallstones last week. HOWARD SWIFT, the former pilot who has taken to boating, recently ran into RAY TURNBULL in Samoa. The latter is still hopeful of staging a big road race near Tokyo . . . CHIC VANDAGRIFF of Hollywood Sport Cars is staging a beauty contest at his used car lot July 14, 6:30 p.m., to select his firm's candidate for the Miss World Beauty Pageant. Girls must be over 21. Entry blanks available at 5766 Hollywood Blvd., Hollywood Calif. . . . A phone call asks: "Whatever happened to ROGER BARLOW?" Anybody know? . . .

EARL CALLICUTT, who used to announce No. Calif. races and is now associated with BILL HARRAH in one of his automotive endeavors in the Reno area, will wed Songstress KAY STARR in November. They met last summer . . . KENNETH FISHER, former Manhattan Beach car dealer, last week was found guilty in Superior Court on seven counts of grand theft and conspiracy. He will be sentenced July 23. Fisher was involved with HENRY HENKEL, former Rootes cars boss here. Wanted for embezzlement and other charges, Henkel fled the country last September just before his scheduled arraignment. He is believed to be in Brazil. The pair were accused of faking invoices in sale of imports and pocketing the profits . . .

Although occupying ART FROST'S huge quarters at 10371 W. Washington Blvd., Culver City AL CADROBBI, Porsche - Volkswagen specialist, still can't find enough room at his new WERKSTATT - he is so loaded with parts for the two marques. Al may be racing a Porsche again soon . . .ROGER SLOWI, the Morgan and now Arnolt Bristol driver, is now on fulltime in parts and other departments at LEW SPENCER IMPORTS in West LA . Roger can't get over the excellent help he received from marshals and general public trying to get him back in action after going off the road in the enduro at Riverside . . .Incidentally, LEW SPENCER and JACK NETHERCUTT deserve lusty cheers for placing 4th overall and first in class C in that race with the Morgan Super Sport (Baby Doll IV) No. 145. They finished in front of lots of good machinery. Lew drove four hours, Jack two . . .JIM PARKINSON, who has opened a fabulous and luxurious ITALIANO MOTORS on the Sunset Strip, is redoing his BURBANK SPORTS CAR CENTER . . . .

There had been chatter that the displacement of STEVE McQUEEN'S Cooper Jr. was out of kilter. Not so, after teardown by Rules Enforcement Committee of the Cal Club - SCCA. Others found to be OK: CHIC VANDAGRIFF'S Austin-Healey 3000 (RONNIE BUCKNUM driver), DAVE JORDAN'S Porsche 1600N and CHARLIE GATES'TR4. Another teardown resulted in a 90-day suspension of GEORGE CHEYNE (Sprite, mechanical violations) . . .

NATL. SCCA POINT STANDINGS

As of June 15, 1962

A PRODUCTION

	DRIVER	CAR	PTS
1	Dick Thompson	Corvette	48
2	Doug Thiem	Ferrari	26
3	Ben Moore	Corvette	22
4	Bob Grossman	Ferrari	18
5	Bob Brown	Corvette	16
6	Frank Dominianni	Corvette	10
6	Dick Lang	Corvette	10
8	Charles Hayes	Ferrari	6
8	Don Horn	Jaguar XKE	6
8	Ed Lowther	Corvette	6
11	Martin Krinner	Corvette	2
12	Chuck Dietrich	Ferrari	1
12	Roy Kumnick	Corvette	1
12	Allan Wylie	Ferrari	1

B PRODUCTION

1	Don Yenko	Corvette	40
2	Grady Davis	Corvette	26
2	Ralph Salyer	Corvette	26
4	Bruce Jennings	Porsche Carrera	22
5	Bob Spooner	Corvette	4
6	George McKean	Corvette	2
6	Allan Wylie	Ferrari	2
8	Morrow Decker	Porsche Carrera	1
8	Edwin Fuchs	Porsche Carrera	1

C MODIFIED

1	Ed Smith	Corvette	16
2	Harry Hever	Chaparral	12
2	John Todd	Warwick	12
4	Gene Hobbs	Lister-Corvette	11
5	Walt Hansgen	Cooper Buick	10
5	Charles Kolb	Maserati	10
7	Art Huttinger	Lister-Corvette	6
7	Ed Lowther	Lister Chev.	6
9	Andrew Baumgardner	Corvette	4
9	Bob Spooner	Doane Spl.	4
11	Pete Harrison	Lister-Corvette	2

C PRODUCTION

1	Dave Clark	Lotus 7 Super	30
2	Duncan Black	Daimler	18
2	Horace Pettit	Lotus 7 Super	18
4	Ross McCain	Morgan	16
5	Bob Evelyn	Daimler	14
6	Don Greimel	Morgan	12
7	Eugene Clements	Daimler	10
8	Paul Richards	Alfa Spl.	7
9	William Harwell	AC Bristol	6
9	John Howe	Jaguar XK120	6
9	Alton Rogers	Morgan	6
12	Peter Schmidt	Jaguar XK140	4
13	Dick Holquist	Porsche	2
13	Ron Kistler	AC Bristol	2

D MODIFIED

1	Roger Penske	Cooper Monaco	30
2	Alan Connell	Maserati-Ferrari/ Cooper	16
3	Hap Sharp	Cooper Monaco	10
4	Walt Hansgen	Cooper-Maserati	8
4	Dick Thompson	Cooper-Maserati	8

D PRODUCTION

1	Bert Everett	Porsche S	28
2	Nagle Bridwell	Porsche S	14
2	Reed Rollo	Alfa Veloce	14
4	Pete Winberg	Alfa Veloce	12
5	Eric Mangelsen	Alfa Veloce	11
6	Tommy Allen	Porsche S	10
6	Donald Erlbeck	SIATA	10
6	Robert Richardson	Alfa Veloce	10
6	Bill Romig	Porsche S	10
10	Bill Haenelt	Porsche S	8
10	Ralph Troiano	Alfa Veloce	8
12	Sheldon Brown	Alfa Veloce	6
12	Claude Cardwell	Porsche S	6
12	Joe Lacario	Alfa Veloce	6
12	George Power	Austin-Healey	6
16	Ken Leith	Porsche S	5
16	Chris Noyes	Alfa Veloce	4
18	John Colgate	Austin-Healey	2
19	Walt H[illegible]er	Porsche S	1

E MODIFIED

1	Bob Holbert	Porsche RS61	30
2	Bob Donner	Porsche RS61	10
3	Chuck Cassel	Porsche	8
3	Tom O'Brien	Ferrari Dino	8

E PRODUCTION

1	Bob Tullius	TR-3	42
2	Jay Signore	Elva Courier	34
3	William Gurnee	TR-4	16
4	Ed Diehl	TR-3	12
5	Arch McNeill	Morgan	10
6	Harry Shaw	Austin-Healey	8
6	John Stevens	Austin-Healey	8
8	Don Dillon	TR-3	6
8	Howard Franklin	Morgan	6
8	Joseph Giubardo	MGA	6
8	Bob Mahon	Elva Courier	6
12	Bill Bagby	TR-3	4
12	Herb Byrne	MGA	4
12	Bruce Kellner	TR-4	4
12	Everett Smith	Elva Courier	4
12	Joe Tomita	Austin-Healey	4
17	John Jacobsen	Austin-Healey	2
17	George Schaab	MGA	2
17	Eugene Scott	Elva Courier	2
20	B.S. Carpenter	TR-3	1
20	Joe Dodge	TR-4	1
20	Walt Phillips	Morgen	1
20	Norman Sayah	Lotus Elite	1
20	Archer Wilson	Elva Courier	1

F MODIFIED

1	Bob Bucher'	Porsche RSK	28
2	Joe Buzzetta	Porsche RSK	20
3	David Schiff	Porsche RS60	10
3	Herb Swan	Porsche	10
3	Harry Washburn	Porsche RS	10
6	Jacques duPont	Kelcooper	6
6	Paul Richards	Kelcooper	6

F PRODUCTION

1	Howard Hanna	DB	46
2	Skip Barber	Turner	36
3	Don Sesslar	Sunbeam Alpine	30
4	Charles Cantwell	MGA	10
5	Bill Eve	Porsche	8
5	Leo Picard	MGA	8
7	David Lindberg	Porsche	6
7	Bill Malion	Turner	6
9	Bill Terrell	MGA	5
10	Bill Haenelt	Porsche	4
10	Brad Howes	Porsche	4
10	Lionel Jeanmard	Porsche	4
10	Herb Klay	MGA	4
10	Dieter Steinmann	Porsche	4
15	Ed Grant	Porsche	1
15	Harvey Siegel	MGA	1

G MODIFIED

1	M.R.J. Wyllie	Lola	30
2	Arthur Tweedale	Elva V/Lola	18
3	Matt Kleinman	Lola	14
3	Ben Warren	Elva VI	14
5	Frank Baptista	Elva VI	10
5	Curt Gonstead	Elva VI	10
7	Manuel Glazer	Elva VI	8
7	Joe Hutchinson	Elva IV	8
7	Tom Terrell	Lotus XI	8
7	Don Wolf	Elva V	8
11	Warren Shamlian	Elva VI	7
12	Harry Braswell	Lola	6
12	Jerry Morgan	Cooper	6
12	Bob Rost	Elva	6
15	Bill Riggs	Lotus XI	4
16	Charles Beckley	Elva VI	2
16	Pete Sherman	Lotus XI	2
16	Richard Talbot	Elva V	2
19	David Kiser	Lola	1

G PRODUCTION

1	Lynn Blanchard	Alfa Giulietta	30
2	Dick Haselton	Alfa Giulietta	28
3	Jack Crusoe	Alfa Giulietta	20
4	Howard Brown	Alfa Giulietta	18
5	Pete Van der Vate	Sprite	16
6	Bob Durren	Alfa Giulietta	13
7	Phil Haloff	Sprite/Alfa Giul.	8
8	R.R. Feezell	Alfa Giulietta	6
8	Harry Killian	Alfa Giulietta	6
10	Al Schall	Sprite	5
11	Lindsay McKellips	Lotus	4
11	Harry Woodward	DB	4
13	Bob Howe	Sprite	2
13	Collier Miller	DB	2

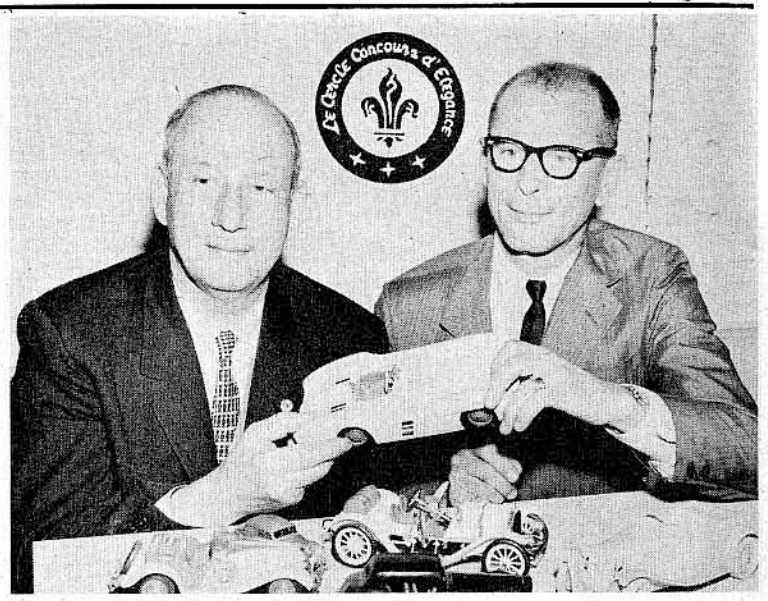
H MODIFIED

1	Glenn Baldwin	Lotus 7A	28
2	John Gordon	OSCA	22
3	John Holmes	Lola-OSCA	20
4	George Peck	OSCA	10
5	Ben Diaz	OSCA	8
5	Dick Harrison Sr.	OSCA	8
5	Tommy Van Hoozier	Zink Petite	8
8	Dave Lang	Bandini-SAAB	6
8	Ed Rosendale	Jabro	6
10	Richard Toland	Sebring Roadster	2
11	Ben Fowke	OSCA-Bandini	1

H PRODUCTION

1	Ed Astri	FIAT-Abarth	34
2	Ed Hessert	FIAT-Abarth	28
3	Randy Canfield	Sprite	13
4	Ed Gordon	Sprite	10
4	Rod Harmon	Sprite	10
4	H.I. Kleinpeter	Berkeley	10
4	Bill Stone	Sprite	10
8	Robert Roe	FIAT-Abarth	8
9	Harvey Glass	Sprite	6
9	Larry Isenring	FIAT-Abarth	6
9	Robert Lewis	FIAT-Abarth	6

Continued on page 7



M. L. BUD COHN, left, concours chairman for Le Cercle Concours d'Elegance, with Sam Biren, of Vista del Mar Child Service board of directors, as they discuss plans for July 15 charity extravaganza. Event, with all proceeds slated for Vista del Mar, will be held at 3200 Motor Ave., Los Angeles. (Photo by Herbert Dallinger)

BENEFIT CONCOURS JULY 15

Automotive elegance will be the keynote Sunday, July 15, when a record-breaking number of car clubs compete for a vast array of trophies in a widely diversified Concours d'Elegance. Presented by Le Cercle Concours d'Elegance, the event will be held on the 21-acre site and for the benefit of Vista del Mar Child Care Service, 3200 Motor Ave., Los Angeles.

Starting at 10 am, a $2 million-plus collection of 300 old-time to present day cars will be exhibited.

Entertainment events include gymkhanas and slaloms.

Concours Chairman M.L. Bud Cohn reports a number of TV-film celebrities will attend. Actor Tommy Farrell emcees, and Don Ricardo's orchestra entertains.

The general public is invited. Admission is $1, with all proceeds going to Vista del Mar Child Care Service, a Community Chest agency.

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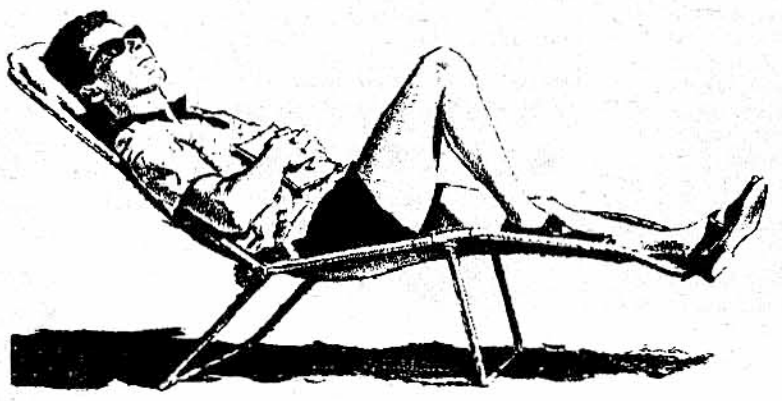

DRAIN AND REFILL *now* WITH
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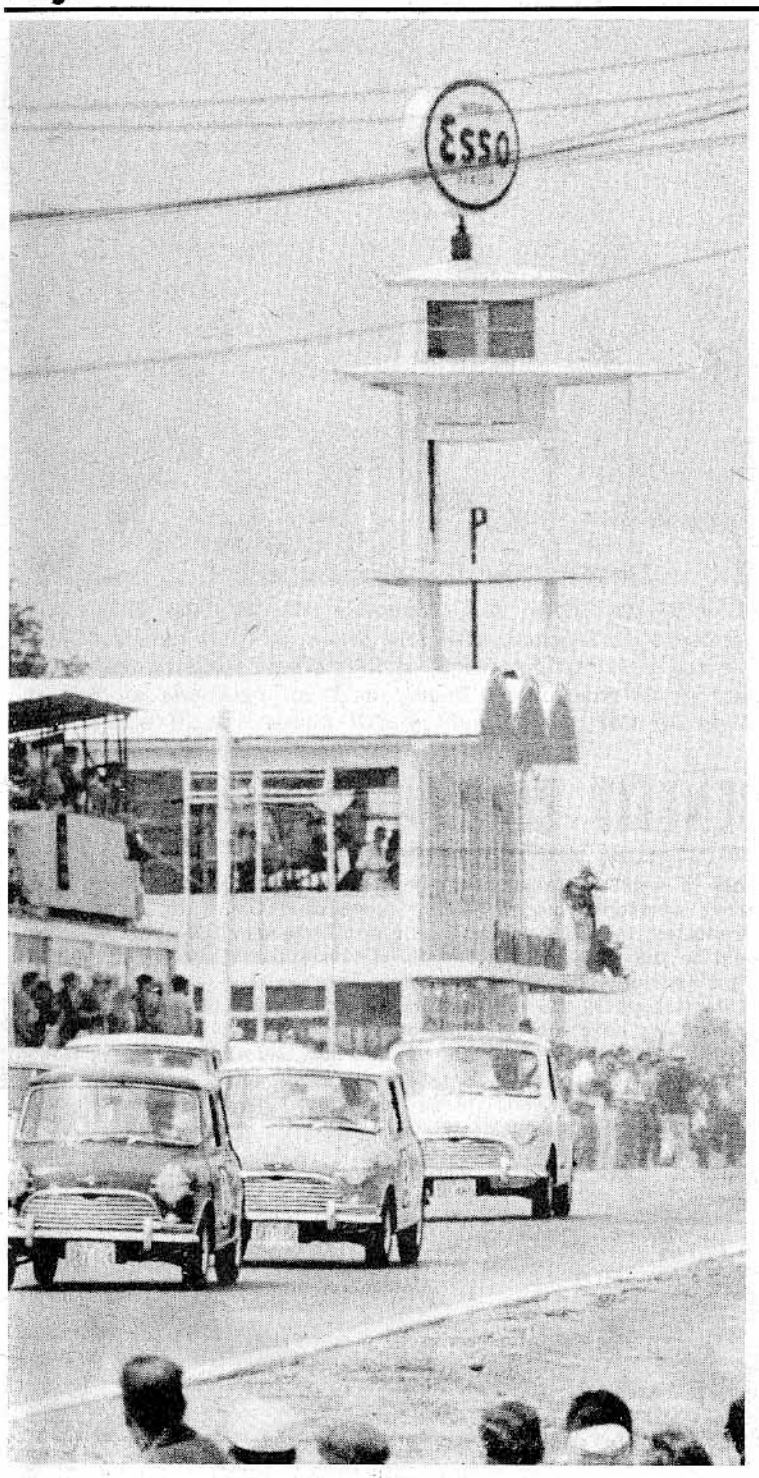


AGAINST THE background of the new Esso Control Centre at Mosport in Canada, the Minis (Morris and Austin-Coopers) flit around the course. One was driven by the great Juan Manuel Fangio. (Photo by Colin Chisholm)

Letter From CANADA

BY EVE WHITE

Three Toronto drivers are in the top running for the Player's Championship Trophy, which is awarded annually on a points basis. Leading is LUDWIG HEIMRATH, the 1961 winner, who has clocked 16 points with his Porsche. In second place, one point down, is FRANCIS BRADLEY, who drives a Lotus 19. In third place is DAN SHAW, steeplejack by trade, and driver of the Chevy-engined Sadler Mk. V. Bradley moved quickly into his second place by picking up 12 points at the Player's 200 at Mosport.

* * *

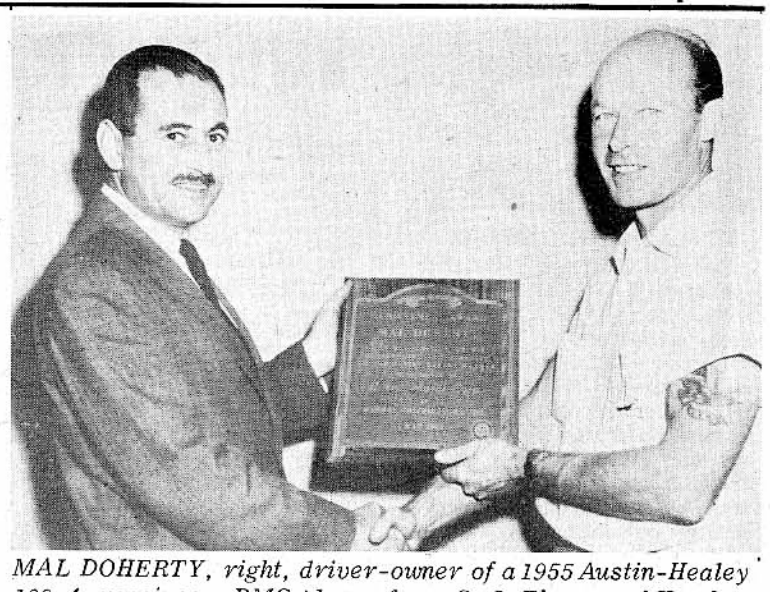
Interest at Mosport is centered round club-type races for the July and August months, with an interesting Challenge team scramble there on Aug. 5. A team from the New England states has challenged Eastern Canada, and two legs will be run. Sept. 8 and 29 are two British Empire Motor Club dates, the latter being the Intl. FIA Grand Prix, which already has some good entries.

* * *

MIKE DUFF, Canadian motorcyclist in Europe, has added yet again to his laurels. He placed fifth in the 350cc class at the Isle of Man TT races, joining DAVE WILDMAN and ROY INGRAM to win the team award for the Canadian Motorcycle Assn. In the 500cc event, Mike retired on the 4th lap while lying in 3rd place. He had just completed a lap at over 100mph average, to become one of only 10 members of the "Ton-up Club." The following week-end he won the 350 Intl. at Thruxton and was second in the 500 event.

* * *

The official opening of the Esso Control Centre was held on June 23. This beautiful building houses the timers and scorers, a medical centre, a press room as well as several offices for central marshal control and race officials. Costing $60,000, it is a fine addition to the Mosport Park facilities, and a credit to the generousity of Imperial Oil.



MAL DOHERTY, right, driver-owner of a 1955 Austin-Healey 100-4, receives a BMC plaque from G. O. Ehrman of Hambro Distributors for outstanding rally and slalom achievements.

• RALLY ROUND •

BY ISABEL HAAS

WHO'S WHO IN RALLYING CIRCLES

One of the smallest, newest clubs in the Los Angeles area is the So. Calif. Assn. of Rally Enthusiasts, called SCARE. They will celebrate their first birthday this summer, all 10 members. Originally, the group was composed of alumni from Valley College, but their membership has expanded.

They are active in both Championship navigational rallies, winning first place team on the Lockheed 24-Hour, and in the Gimmick League championship, where the club is currently in first place. First-and second-place Drive and Navigator are also held by SCARE members.

The March Championship (navigational), Computation, has a rating of 82.35, which puts them in second place. This was one of the best rallies of the past eight or 11 months, and had more than one experienced rallyist tearing his hair when he fell for the subtle traps devised by Rallymasters MIKE GROBSTEIN and RICH DUNCAN. They also had one of the highest turnouts of the year, 85 cars.

They shattered almost all the records earlier this year with their Initiation, a fun-type rally, when 150 cars showed up at the start line.

Gimmick League rallyists have marked Aug. 4 on their calendars, and are sure to have their wits tested when SCARE presents Frustration II.

It's amazing that they find time to eat and sleep. All of them are going to school, working, and giving "older rallyists" a real run for their money.

24-HOUR RESULTS

OA POS.	NO	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1	25	Dick Coulter	Larry Harris	Porsche	T-A	10.49
2	25	Ted Sparks	Dottie Sparks	Monza	SMSCC	15.04
3	14	Rod Stoik	Gene Martin	Volvo	RAL	15.34
4	6	Bob Cole	George Bermant	Ghia	RM	20.16
*5	22	George Leaird	Jim Higgins	VW	SCARE	24.66
6	5	Wayne Brown	Al Rosenheck	Corvette	NRSCC	24.97
*21	64	David LeBoutillier	Cynthia Schroeck	Alpine	LSCC	1:03.96
*22	71	Bette James	Gladys Hawkins	Porsche	WOW	1:04.67
*24	36	Paul Kroes	Marjorie Kroes	Corvette	COCNH	1:17.35
*25	72	Richard Mamayek	Cal Landreth	Rambler	4-N	1:17.45
*26	10	Ralph Shuey	"Schamn" Shuey	Ghia	THE	1:19.15

* Novice entrants

Team trophy was won by SCARE. Total error 1:21.59.

#22 Leaird - Higgins	24.66	
8 Hedblom - Kahn	27.48	(7th overall)
16 Grobstein - Duncan	29.45	(8th overall)

GOLDSMITH TAKES MOSPORT THRILLER

BY EVE WHITE

Peterborough, Canada, June 23 - Late model stock cars showed 250 mi. of all-out racing, as the USAC - sanctioned event was run by the Sports Car Club of Toronto today at Mosport. The race was run in two heats of 125 mi. each, with 30 starters, whose names read like an Indianapolis line-up, looking for their share of the $20,000 prize money, plus $200 show-up money.

The Peterborough - Intl. brought several firsts . . . the first stock car race at Mosport; the first race flagged off by a woman, the acting mayor of Peterborough, Mrs. A. Holt; the first civic breakfast for drivers at Mosport; the first full participation of any Ontario city in the promotion of a race, and the first win for Paul Goldsmith at Mosport.

Excitement was high to the very last seconds of the race, as Goldsmith (Pontiac) won the first heat with a 3.6sec. edge over Rodger Ward, whose Pontiac was without third gear. The second heat saw Ward to the front, trying to get sufficient time on Goldsmith to make a win, after Ward's mechanics had fitted a new transmission in less than an hour between the heats.

After 10 laps, the first three cars of Ward, Goldsmith and Chris Turner were separated by only 10 seconds as Ward made lap after lap at an average of 83mph. The hot pace forced many cars to give up. A. J. Foyt went out on the eighth lap when his clutch gave out. After 20 laps, Ward had a lead of 20 sec., and he pitted to refuel in a 19 sec. stop. Two laps later in came Goldsmith, but this time the same mechanics made it in only 13 sec., and Goldsmith roared out as Ward went by. The lap times gradually came down as Ward made a desperate bid, lapping eventually at over 84mph in the 42nd lap.

This fast lap opened the gap to 2 sec., Goldsmith took it back to 1-1/2. Three laps from the end and the margin was 3sec., so .07sec. would make Ward the winner. But Goldsmith was not to be outdone, and he took the checkered flag 2.4sec. behind Ward, to make Goldsmith the overall winner by 1.2sec., an incredibly close race over the whole distance.

Top finishers: 1. Paul Goldsmith, Pontiac, 2-hrs.53.68mi. 2. Rodger Ward, Pontiac, 2-hrs.-53.70mi; 3. Curtis Turner, Ford, 2-hrs.54.95mi; 4. Don White, Ford, 2-hrs.55.49mi; 5. Milt Curcio, Ford, 2-hrs55.68mi.

According to 1962 SCCA Regulations:

DISAPPROVED EVENTS

SCCA-licensed drivers who take part in an event which is disapproved by the club shall forfeit their competition privileges in the SCCA.

ALCOHOLIC BEVERAGES

No driver or official who has consumed any alcoholic beverage on the day of an SCCA event shall be allowed to participate.

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'Quotable Quotes'

IN THE WINK OF AN EYE

Porsche was recipients recently of a severe "rollicking" from the German Press, who seemingly expect every German racing car to perform like Mercedes and win first time out, regardless of the resources of the manufacturer. In a lengthy and somewhat resentful press communique, couched in frightening German and containing such words as gewerbeaufsichtsamt and publikumsmeinung, team chief Huschke von Hanstein explains the situation with the flat-eight and the roadholding problems which decided Ferry Porsche to withdraw from Monaco, only later to change his mind and send a car for Dan Gurney. He ends up with the comment that "victory cannot be achieved in the wink of an eye." - - MOTORING NEWS, London.

* * *

Another entry confirmed yesterday was that of the popular Hollywood Britisher Ken Miles. - Advance story on a No. Calif. race in the OAKLAND TRIBUNE.

FIA CALENDAR U.S. RACE DATES

Remaining events on the FIA calendar for the United States follow:

DATE	LOCATION AND CAR CATEGORIES	SANC. BODY	LISTING
July 29	Indianapolis Raceway Park (C,S,FJr)	USAC	Intl.
Aug. 19	*Marlboro, (Md.) 12-Hour Race (T)	SCCA	Natl. Open
Sept. 8-9	Road America (Wisc.) 500(GT-I, GT-II, III, S)	SCCA	Intl.
Sept. 15-16	Bridgehampton (N.Y.) (GT-I, S,F,Jr)	SCCA	Intl.
Sept. 29-30	**Pacific Raceways (Wash) (C,S,FJr)	USAC	Intl.
Oct. 7	U.S. GRAND PRIX, Watkins Glen (N.Y.) (FI)	SCCA	Intl.
Oct. 13-14	Riverside (Calif) (S,FJr) L.A. Times	USAC	Intl.
Oct. 20-21	Laguna Seca (Calif.) (S,FJr) S.F. Examiner	USAC	Natl. Open
Nov. 9	* Caguas, Grand Prix of Puerto Rico (FJr)	SCCA	Intl.
Nov. 10-11	* Caguas, Grand Prix of Puerto Rico (GT,S)	SCCA	

*Subject to confirmation by FIA, Paris.
**Request for change of venue pending.

Categories of cars: FI - Formula I; C - Formula Course (Formula Libre); FJr - Formula Junior; S - Sports; GT - Grand Touring; T - Touring Sedans.

Types of calendar listings: 1. International: Full international events are open to all qualified holders of an FIA Driver's License, including those names on FIA Classified Drivers List. 2. National Open - National event with foreign participation authorized. Open to all qualified holders of an FIA Driver's License, but excluding foreign licensees appearing on FIA Classified Drivers List.

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Mc Laren Wins Race At Reims

REIMS, France, July 1 - Bruce McLaren drove a new Cooper-Climax to victory today in the Grand Prix of Reims through France's colorful champagne country.

The New Zealander sped the 50 laps around the 8.301km. (5.15mi) course in 2h2m30.2s.

Second, eight seconds back, was Graham Hill of Britain in a BRM. The race does not count in figuring the world's driving championship.

Grant and Pigott Win in Portland

PORTLAND, Ors., June 17 - Jerry Grant of Seattle, one of the Northwest's major drivers won the pro Rose Festival feature over a rough course here today. He drove a Ferrari and won $2000. Pat Pigott, Bellingham, Wash., collected $1000 when he won the Form. Jr. race in a Lotus.

Millar Drives Porsche To Victory At Glen

WATKINS GLEN, N.Y., June 23 - Millar (Rip) Ripley won the 6th annual Glen classic sports car road race, averaging 83.28 mph for the 75.9mi race. The winner drove a Porsche. Second was Donald D. Rogers of Ottawa, Ont., with Charles Krueger of Leicester third.

New Cooper For Puerto Rico

The Cooper Car Co. of England is the first manufacturer to have an entry officially accepted in the Grand Prix de Puerto Rico, Nov. 3-11.

Presently under construction, the new Cooper car to be entered is called the Monaco. According to John Cooper, director of the company, the sports-racing machine will be powered by a special Coventry-Climax 2.7-liter engine, based on last year's highly successful Indianapolis entrant.

The driver entered with the car for the Grand Prix is Bruce McLaren of New Zealand, lead driver for the Cooper factory team.

SCCA STANDINGS

Continued from Page 5

9	Jake McLaughlin	Sprite	6
13	Bill Knipe	Sprite	5
14	John Markoe	Sprite	4
15	Don Rosendale	FIAT-Abarth	2
15	David Steward	MG	2
17	John Breazzano	Sprite	1

FORMULA JUNIOR

1	Floyd Aaskov	Lotus	32
2	Tim Mayer	Cooper	30
3	Walt Hansgen	Cooper	18
4	Chuck Dietrich	Elva	10
5	Mark Donohue	Elva	8
5	Roger Penske	Cooper	8
5	Peter Revson	Lotus	8
8	Bob Johnson	Gemini	4
8	Charles Kolb	Merlyn	4
8	Pierre Mion	Stanguellini	4
8	Augie Pabst	Cooper-OSCA	4
12	Don Brady	Stanguellini	2
12	Walt Mann	BMC Mk.II	2
12	Bill Smith	Lotus	2
15	Frank Dominianni	Elva	1
15	Dick Gaul	Scorpion	1
15.	Denise Mc Cluggage	OSCA	1

FORMULA III

1	John Field	Cooper	34
2	James Stevens	Cooper	24
3	Rowland Oliver	Cooper	14
3	Tom Robinson	Cooper BSA	14
5	Don Auray	Cooper	8
6	Jerry McCammon	Cooper	6
7	John Gadwa	Cooper	4

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HERE'S THE first Porsche Carrera 2 to reach the U.S. - 1966cc, compression ratio of 9.5:1, DIN horsepower is 130, and SAE HP is 145 at 6200rpm. With the car is Elmer Jenkins of Sports Cars Intl., Miami Springs, Fla., Porsche dealer, who flew to Jacksonville to take delivery from Brumos Porsche Car Corp., importer-distributor in the southeastern U.S.

It's Hill And Gendebien Again

Continued from Page 1

Roy Salvadori of Britain to fourth place.

Bob Grossman of Nyack N.Y., and Glenn (Fireball) Roberts of Daytona Beach, Fla., finished sixth in their Ferrari. Roberts and Grossman had moved up to third at the end of the 18th hour and held that spot for three hours. Then they had trouble with a faulty starter switch. This kept them in the pits for 1 hour 20 minutes. At the end of the 23rd hour, they were back in sixth place.

Eddie Hugus of Pittsburgh and George Reed of Midlothian, Ill., finished ninth in a Ferrari.

Hill broke the all-time lap record for the event with the race barely three hours old when he zipped around the circuit in 3:47.4 on the 30th lap for an average speed of 126,750mph. That broke the old record of 3:58.7, set by the late Mike Hawthorn of Britain in 1957.

THE LEADING FINISHERS

1 - Ferrari, 3,967cc; Phil Hill, Santa Monica, Calif. and Oliver Gendebien, Belgium, 2,766.454mi., average speed 115.268mph.
2 - Ferrari, 2863cc; Pierre Noblet and Jean Guichet, France, 2,724.739mi, 113,530mph.
3 - Ferrari, 2,963-cc; L. D. Elde and Jean Beaurlys, Belgium 2,618.923mi., 109,121mph.
4 - Jaguar, 3,781-cc; Briggs Cunningham, Green Farms, Conn., and Roy Salvadori Britain, 2,589.552mi., 107.897mph.
5 - Jaguar, 3,781-cc; P.V. Sargent and Peter Lumsden, Britain, 2,587.563mi., 107,815mph
6 - Ferrari, 2,963-cc; Bob Grossman, Nyack N.Y., and Glen (Fireball) Roberts, Daytona Beach, Fla., 2,484.638mi., 103,526mph.
7 - Porsche, 1.588-cc; Edgar Barth and Hans Herrmann, Germany, 2,398.077mi., 99,919mph.
8 - Lotus Elite, 1,216-cc; David Hobbs and Frank Gardner, Britain, 2,390.951 mi., 99,623mph.
9 - Ferrari, 2,963-cc; Eddie Hugus, Pittsburgh, and George Reed, Midlothian, Ill., 2,348.845mi., 97,868mph.
10 - Alfa Romeo, 1,290cc; Giancarlo Sala and Marcello de Luca Di Lizzano, Italy 2,345.948mi., 97,748mph.

IF DOCTORS SAY 'NO', MOSS WILL QUIT RACING

LONDON, June 22- Stirling Moss left a hospital in suburban Wimbledon today and said he hoped to be back driving on a race track next month.

Moss, who was seriously injured when he crashed last April 23, said: "Provided there is no medical evidence against it, I aim to take part in the British Grand Prix at Aintree July 21.

"I have no fear because of the accident. Having had an accident means practically nothing to me. I have had them before. It is one of those things you get used to," he said. Of course, some doctors might tell me I am a damn fool even to think about it, and if they were to say that, I would bow to their superior knowledge."

Moss said he could still not recall anything of the 100mph crash on the Goodwood course.

"Finding out the reason for the accident is important to me," he said.

"If it could be proved that I just drove into the wall and made no atempt to take corrective action, then I would never get into a racing car again."

Moss told newsmen that if he found his reactions too slow he would give up auto racing.

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Open Letter to Sports Car Drivers

The United States Sports Car Club, Division of USAC, is dedicated to democratic action for the benefit of the sports car drivers. USSCC will hold most of the races in So. Calif. during the remainder of 1962 (3, possibly 4) and this statement will remind you of the advantages of USSCC.

The club is guided and run by members, elected each year in democratic fashion. You as a member have a voice in all club matters. Its officers, workers and members are the same ones who gave you more than 10 major races in the past two years and they are not about to be put out of business by threats and intimidations. They will continue to hold well-organized, safe, competitive and highly-enjoyable sports car races.

The club rules are tuned to this locality and not hampered by some eastern customs. They provide what So. Calif. drivers have consistently stated that they want, — amateur and professional events, advertising on cars, sponsors, fair and considerate treatment, and recognition of driver needs. At the end of the year money is given back to competitive members in the form of cash awards.

If racing is what you want, under conditions where you benefit the most, come race with us this year, and next, and next. If enough of you really want to race frequently by the rest of this year and will demonstrate it by racing with USSCC, you would have to be permitted to race in other events so that they could field enough drivers to support the show. We hope you do have other races to run. We don't ban you; we'll support you.

Help us to establish So. Calif. as the greatest area in the racing world for sports car drivers.

Los Angeles Chapter, USSCC

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